

N.C. Department of Transportation  
Division of Motor Vehicles

# Session Law 2011– 0385 Senate Bill 636 Study Teen Driving Logs

A Report to the Joint Legislative Transportation  
Oversight Committee

# Senate Bill 636 Requirements

**Section 5:** The Division of Motor Vehicles shall study the issue of teen driving and the effectiveness of the provisions of this act. In conducting the study, the Division shall determine if, since the effective date of this act:

- The number of property damage crashes involving provisional licensees has decreased.
- The number of personal injury crashes involving provisional licensees has decreased.
- The number of fatal crashes involving provisional licensees has decreased.
- The number of moving violations by provisional licensees has decreased.
- The number of seat belt violations by provisional licensees has decreased.
- The division shall also include in its study any additional statistics or information it finds relevant to evaluating the effectiveness of this act and any recommendations for improving the safety of teen drivers.

# Property Damage and Personal Injury Crashes/Fatal Crashes

The Table below reflects a decline in crashes involving property damage and personal injury, as well as a significant decline in fatal crashes among provisional licensees since the Teen Driving Log law was implemented. In fact, there were 69 fewer teen fatalities in 2013 than in 2010.

Number of Teen Drivers Statewide	Year	Number of Fatalities	Number of Injuries	Number of Fatality & Injury Crashes	Total Number of All Crashes (Property)	Percentage Of Teens Involved
182,598	2009	177	24,456	14,528	40,738	22%
174,694	2010	183	22,116	13,154	38,011	22%
175,653	2011	149	21,225	12,484	36,103	21%
171,051	2012	129	21,238	12,688	35,875	21%
166,677	2013	114	19,415	11,857	35,117	21%

# Moving Violations

This Table shows an increase in the number of moving violations for the same period of time. There were more than 175,000 active teen drivers post SB636 as of September 2011. Two percent of those drivers received moving violations. There were 166,677 active drivers September 2013. The Table shows that approximately 5% of teen drivers received moving violations in the second year after the implementation of the SB636. This data suggests that a greater focus should be placed on highway regulations in driver education programs.

Year	Time Period	Moving Violations	Number of Drivers at the end of Time Period
October 1, 2009 to September 30, 2010	Before S636	2,204	175,653
October 1, 2010 to September 30, 2011	Before S636	3,916	
October 1, 2011 to September 30, 2012	After S636	5,957	166,677
October 1, 2012 to September 30, 2013	After S636	8,060	

# Seat Belt Violations

This table also reflects a steady increase in the number of seatbelt violations among provisional licensees since 2009. This data also suggests the need for continued focus on highway regulations in driver education programs.

Year	Time Period	Seat Belt Violations	Number of Drivers at the end of Time Period
October 1, 2009 to September 30, 2010	Before S636	166	175,653
October 1, 2010 to September 30, 2011	Before S636	272	
October 1, 2011 to September 30, 2012	After S636	320	166,677
October 1, 2012 to September 30, 2013	After S636	498	

# Additional Information

As additional research, the Division compared teen road test data to determine the possible impact the driving log requirement may have had on the pass/fail rate for road tests administered at DMV to provisional licensees. As illustrated below, the number of road tests failed by teen drivers at DMV has been steadily declining since 2009.

Year	Road Tests Administered	Road Tests Passed	Road Tests Failed	Failure Rate
2009	110,023	64,825	45,198	41%
2010	93,573	65,057	28,516	30%
2011	91,522	66,510	25,042	27%
2012	83,578	66,670	16,908	20%
2013	74,409	65,747	8,662	12%

# Additional Information Concluded

- DMV recommends the standardization of instructions and testing within the State driver education program with a focus on critical skills that teens need in order to demonstrate positive behavior while operating a vehicle.
- Knowledge tests and road tests administered by State driver education courses should be designed to measure the teen's ability to not only operate a vehicle safely but also measure the teen's awareness of traffic violations, crashes and associated penalties.
- It is suggested that programs geared towards the greater involvement of parents in the training of their teens will garner safer driving habits.
- According to data provided by Safe Roads Alliance, teen drivers whose parents are highly involved in the teen driver education process were half as likely to get in a car crash, 71% less likely to drive intoxicated, 30% less likely to use a cell phone while driving, and twice as likely to wear seatbelts.